










PHASING CHART

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

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PHASE 2 AND 6	G	G	G	G	G	G	R	R	R	R	R	DW	DW	WK	WK	WK	WK	
PED CLEARANCE	G	G	G	G	G	G	R	R	R	R	R	DW	DW	FL/DW	FL/DW	FL/DW	FL/DW	
2 AND 6 CHANGE	Y	Y	Y	Y	Y	Y	R	R	R	R	R	DW	DW	DW	DW	DW	DW	
PHASE 4 AND 8	R	R	R	R	R	R	G	G	G	G	G	DW	DW	DW	DW	DW	DW	
4 AND 8 CHANGE	R	R	R	R	R	R	Y	Y	Y	Y	Y	DW	DW	DW	DW	DW	DW	
PHASE 4 AND 8 ALT	R	R	R	R	R	R	G	G	G	G	G	WK	WK	DW	DW	DW	DW	
PED CLEARANCE	R	R	R	R	R	R	G	G	G	G	G	FL/DW	FL/DW	DW	DW	DW	DW	
4 AND 8 ALT CHANGE	R	R	R	R	R	R	Y	Y	Y	Y	Y	DW	DW	DW	DW	DW	DW	
FLASHING OPERATION	FL/Y	FL/Y	FL/Y	FL/Y	FL/Y	FL/Y	FL/R	FL/R	FL/R	FL/R	FL/R	DARK	DARK	DARK	DARK	DARK	DARK	

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
3. ALL UNUSED CABLE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
4. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02 AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
5. UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. ALL PEDESTAL FOUNDATION TOPS SHALL BE INSTALLED FLUSH WITH SIDEWALK GRADE.
7. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MD MUTCD CHAPTER 4E "PEDESTRIAN CONTROL FEATURES" AND FIGURES 4E-3 AND 4E-4, AND THE LATEST NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
8. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
9. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON. NOT CENTER OF POLE TO CENTER OF POLE.
10. PUSHBUTTON ARROWS AND SIGNS ARE TO BE ORIENTED PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCCELL.
12. VIDEO DETECTION CAMERA ALIGNMENT SHALL BE COORDINATED WITH THE ENGINEER.
13. DURING CONSTRUCTION, PROPOSED SIGNAL EQUIPMENT SHALL NOT BLOCK EXISTING SIGNAL EQUIPMENT.
14. THE CONTRACTOR SHALL CAP AND ABANDON CONDUITS FEEDING EXISTING SIGNAL EQUIPMENT THAT IS REMOVED.
15. THE CONTRACTOR SHALL CONTACT ED RODENHIZER AT THE SIGNAL SHOP (410-787-7652) TO DELIVER APS EQUIPMENT FOR TESTING.

TOD NO: XY125-27
SHA NO: BA087B5K
MD 648 @ Virginia Avenue



MD 648 (ANNAPOLIS ROAD) AT
VIRGINIA AVENUE
LANSDOWNE, MARYLAND

GENERAL INFORMATION SHEET				
SCALE	NONE	DATE	AUGUST 2013	CONTRACT NO. XY1255185
DESIGNED BY	WFW	COUNTY	BALTIMORE	
DRAWN BY	WFW	LOGMILE	03064800.66	
CHECKED BY	BJG	TIMS NO.	J850	
FAP NO.		TOD NO.		
TS NO. 2346A-G1	DRAWING	SP-2	OF 2	SHEET NO. 2 OF 3

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RK&K

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